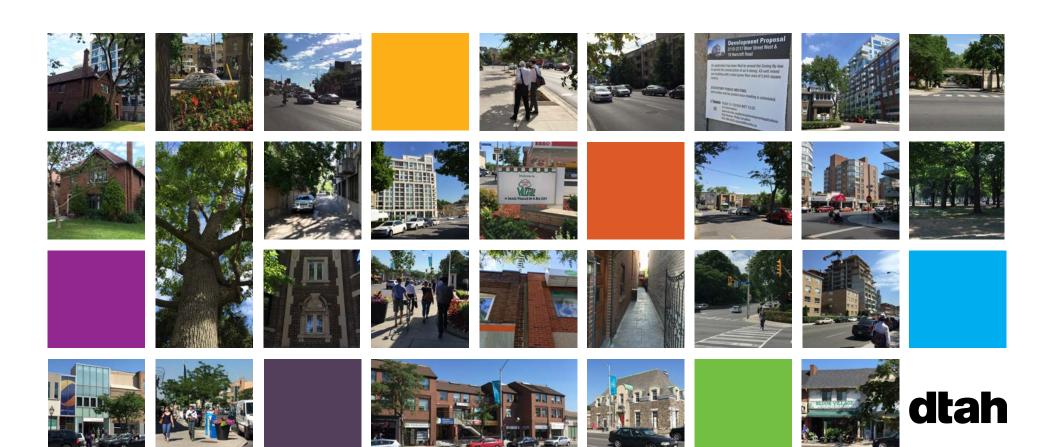


Bloor West Village Avenue Study

Design Review Panel_01 Phase 2: Explore Ideas

Friday April 21, 2017

DTAH | RE Millward Associates | WSP/MMM Group Swerhun | Taylor Hazell Architects | JC Williams Group



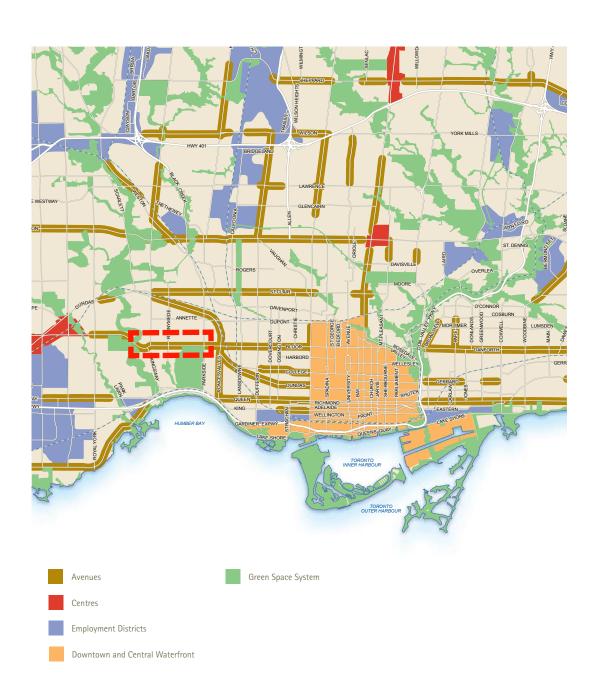
Bloor West Village Avenue Study / Phase 2 City of Toronto Introduction

Greg Byrne, Planning Allison Reid, Urban Design

What is an Avenue?

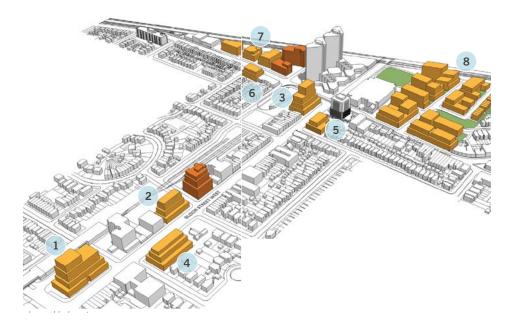
Defined by City of Toronto Official Plan

- Selected corridors along major transit routes defined as "Avenues"
- Transit-supportive intensification is intended to create new jobs and housing while improving local streetscapes, infrastructure and amenities



What is an Avenue Study?

- Each Avenue is different.
 No "One Size Fits All"
 Program
- A Framework for Change tailored to each Avenue
- A Vision and Implementation Plan developed with local residents, businesses, and other stakeholders



Bloor-Dundas 'Avenue' Study (2009)



Dufferin Street Avenue Study (2014)

Why this Avenue Study?

- Bloor West Village is changing
- Parallel initiatives underway (eg: Heritage Conservation District Study)
- The area has redevelopment interest (High Park Area, Jane Area, corner sites, etc.)
- The scale of individual re-development projects is increasing
- There is a need to establish a specific framework to guide change
- Bloor West Village was identified by City Council and Staff as a priority for an Avenue Study



Village character



Two significant natural features (High Park + the Humber River)



New development by High Park

How is this Avenue Study different?

- Bloor West Village is already an established and vibrant main street
- The first Business Improvement
 Area in the world 1970
- Significant topography and natural features: High Park and the Humber River

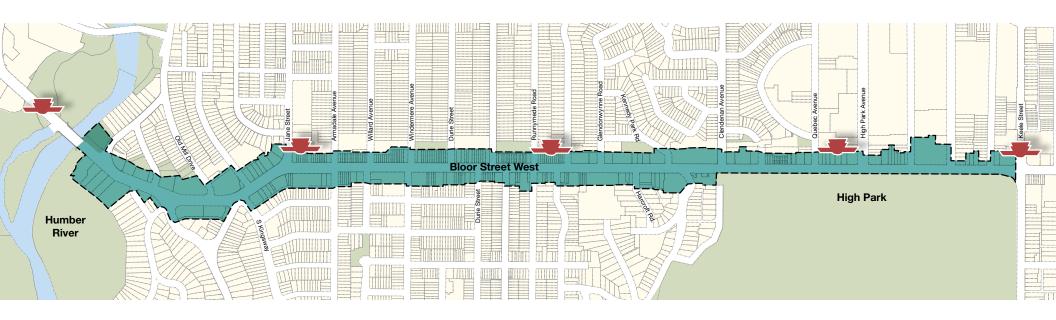
- Subway transit with 5 stations and connecting bus lines:
 - » Old Mill
 - » Jane
 - » Runnymede
 - » High Park
 - » Keele



Study Area

- From Humber River to Keele Street
- 2.7 kilometres in length
- Over 240 properties that address Bloor Street West
 - » both sides of street
 - » High Park address

- BIA: Over 400 members
- 5 TTC Stations (Old Mill, Jane, Runnymede, High Park, & Keele)
- Study will consider (but not make recommendations for) adjacent Neighbourhoods, Apartment Neighbourhoods, Parks, Open Spaces, and Natural Systems



Coordination with HCD Study

- City of Toronto to begin Heritage Conservation Study for Bloor West Village. RFP anticipated in Q2 2017
- Preliminary heritage investigation to help inform character area development in Avenue Study



High Park *Apartment Neighbourhood* **Area- Based Character Study**

- Two active rezoning application in the Apartment Neighbourhood Area. Preliminary Reports considered at the April 4, 2017 Etobicoke York Community Council.
- Etobicoke Community Council recommended that Community Planning undertake an areabased character study for the Apartment Neighbourhood.
- Study anticipated to result in a Site and Area Specific Policy (SASP) that will identify existing area characteristics, and provide guidance on appropriate infill opportunities and constraints.

 The study is not to include any lands fronting on Bloor Street West or any lands included in the Bloor West Village Avenue study, which is currently underway.



1960s to 2015

High Park *Apartment Neighbourhood* **Active Applications_Proposed**

35, 41-63, 65 and 95 High Park Ave. 66 and 102-116 Pacific Ave

- Four new apartment buildings
- 1,031 new rental dwelling units
- building heights: 39 34, 29 and 8 storeys

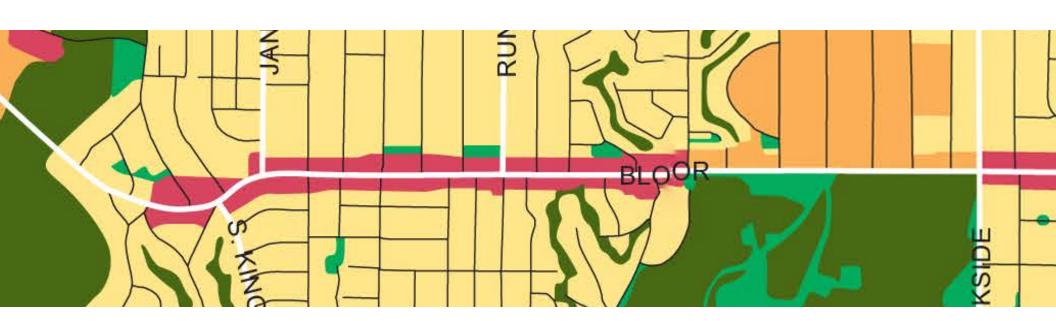
111 Pacific Ave., 255 Glenlake Ave. and 66 Oakmount Road

- Two blocks
- 3 storey townhouses
- Two apartment buildings:
 - » 33 storeys with 3 storey base
 - » 29 storeys with 8 storey base
 - » 768 new rental units



OP Land Use

A portion of the study area west of South Kingsway is designated as Neighbourhoods (yellow) Most of the study area, shown on Land Use Plan Maps 15 and 18 in the Official Plan, is designated as Mixed Use Areas (red) The north side of Bloor Street facing High Park is designated as Apartment Neighbourhood (orange)



Natural Heritage

- Bloor Street West links two of the City's largest, most prominent and environmentally significant green spaces - Humber River Valley and High Park
- Concern in community that cumulative impact of intensification on the natural environment is not well enough understood—in particular around High Park



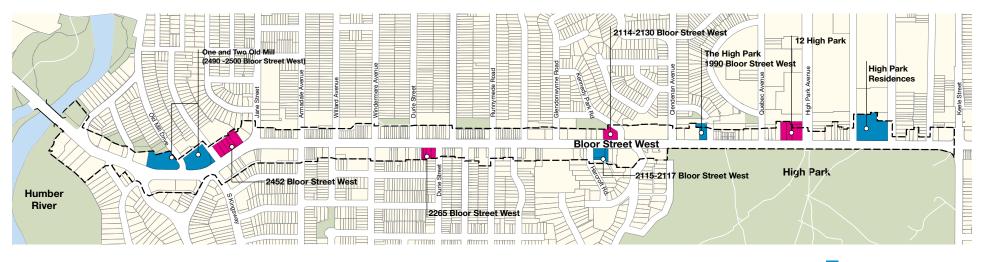
Current Zoning

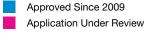
- Current zoning generally permits
 Commercial-Residential buildings
 with residential buildings
 opposite High Park and adjacent
 to the Humber valley
- Several parcels are a "hole" in the zoning (i.e. remain under the former municipal zoning by-laws or are site-specific zoning)



Development Activity

Approved Rezonings and Applications Under Review







One and Two Old Mill (2490 & 2500 Bloor West)



The High Park (1990 Bloor West)



High Park Residences

Development Activity - 1 & 2 Old Mill









Turbulence & Reeds Public Art by Alex Moyle



Repose



Navigator



Streetscapes





Development Activity - 1844 Bloor











Angular Planes - Views From High Park



"We Are All Animals"



Streetscape



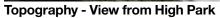
Development Activity - 1990 Bloor













Pedestrian Experience





Bloor West Village Avenue Study / Phase 2

Existing Conditions + Work To Date

Brent Raymond, DTAH

Study Schedule

BACKGROUND OPPORTUNTIES + CONSTRAINTS

Jan- March 2017

FUTURE
CONDITIONS + DESIGN
ALTERNATIVES

April - June 2017

SYNTHESIS + FINAL AVENUE STUDY REPORT

03

July - Oct 2017

Understand Context and Existing Conditions

City Project Team Meeting (CPMT #2) (Feb 2, 2017)

Councillor Briefing #1 (Feb 6, 2017)

Property Owners Meeting #1 (Feb 8, 2017)

Community Stakeholder Meeting (Feb 9, 2017)

Public Meeting #1 (Feb 27, 2017)

Design Charrette (April 8, 2017)

Design Review Panel #1 (April 21, 2017)

Evaluate and Test Design Alternatives (April/May 2017)

CPMT #3 (April 2017)

Local Advisory (LAC) #1 (April 24, 2017)

CPMT #4 (May 2017)

Identify Preferred Alternative (June 2017)

Councillor Briefing #2 (June 2017)

LAC #2 (June 2017)

Public Meeting #2 (June 2017)

Design Review Panel #2

(September 2017)

Avenue Study Draft

CPMT #5 (September 2017)

Avenue Study Final

Councillor Briefing #3 (September 2017)

LAC #3 (September 2017)

Public Meeting #3 (September 2017)

Community Council Presentation (Oct 17, 2017)

Key Messages: What We've Heard So Far (Feb/March)

- Questions and concerns about balancing growth with the area's village feel
 - » Redevelopment Potential
 - » Future of Independent Retailers
- Concern about High Park
 - Cumulative impact of future development of High Park (especially hydrogeology)
- Questions about the Avenue Study scope/influence
 - » Demonstrate the influence the Avenue Study will have
 - » Define the role of heritage in the Avenue Study/upcoming HCD Study

- Support for Main Street Retail
 - Anchor tenant desired (another grocery store)
 - » Parking supply and demand
 - » Excellent pedestrian environment
- Study the Impacts of Intensification
 - » Built Form
 - » Public Realm Quality
 - » Transportation
 - » Site Access
 - » Servicing
 - » Community Services
 - » Natural Heritage
 - » Subsurface Hydrogeology

Key Messages: Design Charrette April 08, 2017

- Protect and respect the lower scale and fine grain nature of the Village Main Street
- Opportunities on larger sites
- Improve connections to existing and future open spaces
- Greater height is possible outside of the Village Main Street
 - » adjust density on site for better form
- Respect the unique qualities of the High Park area
- Street re-design generally supported
- Remove the Avenues overlay from non- Mixed Use Areas.





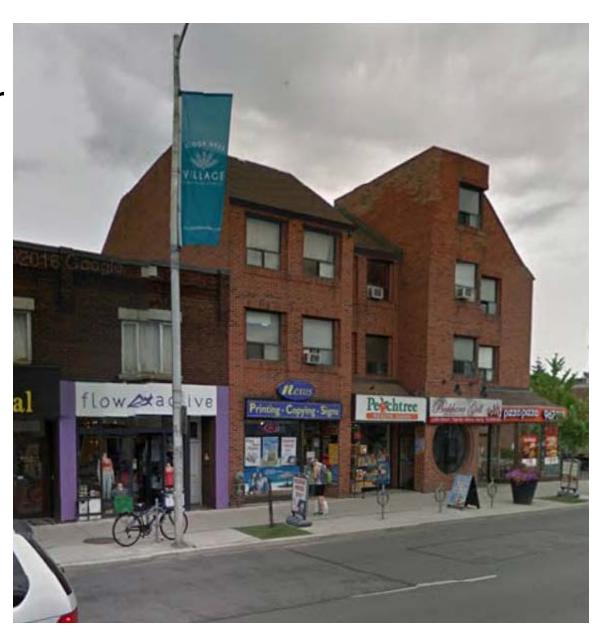
North Side: Today

- Consistent fabric of narrow, mixed-use row buildings
- Small scale storefronts
- Consistent height
- Presenting a solid and consistent streetwall



South Side: Today

- Mixture of row buildings, detached apartments, service stations, and other larger structures
- Streetwalls, commercial frontages, and lot sizes contrast with the north side of Bloor West



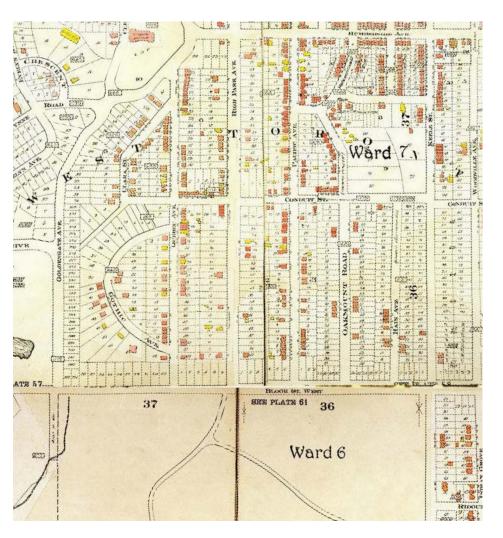
High Park: Bloor Frontage

 Developed with detached apartment buildings and larger homes

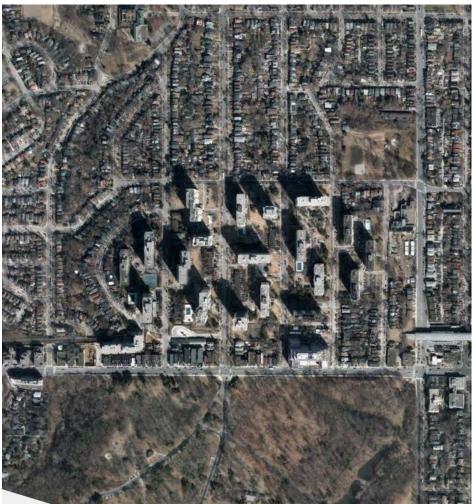


High Park: Apartment Neighbourhood

1913



1960s to 2015



Existing Properties

- 247 properties that front Bloor Street West
- Mix of narrow (7m and less), medium (<7m-20m) and wide lots (<20m)
- 128 of the 247 properties in study area 7m or less. Majority on north side between Jane and Kennedy

- Rear lanes related to traditional Main Street properties
- Great majority of parcels are considered shallow lots (22-41m depth)



Existing Building Types



Main Street Mixed Use



Heritage



Mid-Rise Apartments



Taller Buildings



Townhouses



Mixed Use Commercial Office



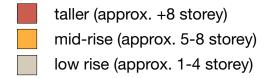
House Forms

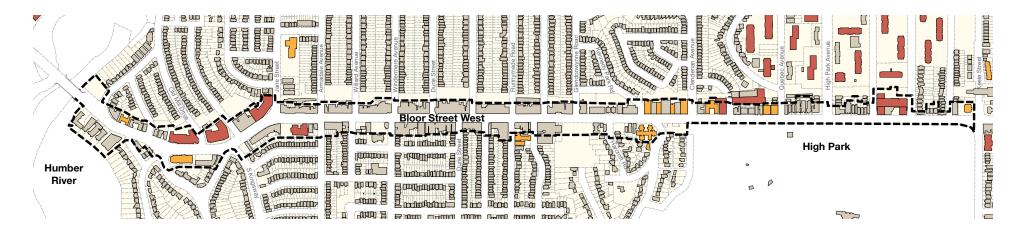


Low-Rise Apartments

Building Height_Existing

- Predominantly low rise buildings throughout (1-4 storeys)
- Mid-rise buildings concentrated in area just northwest of High Park (5-8 storeys)
- Taller buildings located west of Jane and across from High Park (+8 storeys)





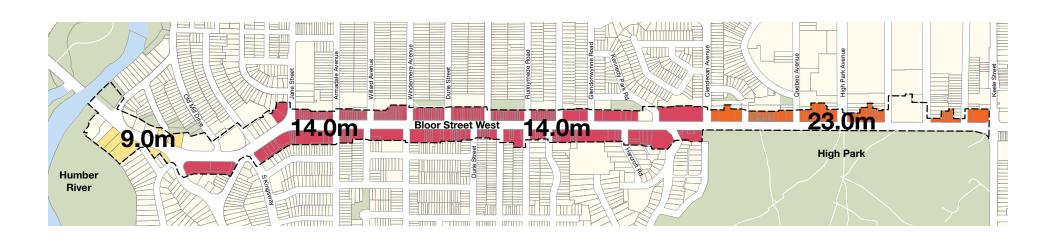
Building Height_ Current Maximum (Zoning)

West: 9.0m

Village Main Street: 14.0m

High Park Frontage: 23.0m

 Several parcels have site specific zoning that defines height (i.e, recent approved developments)



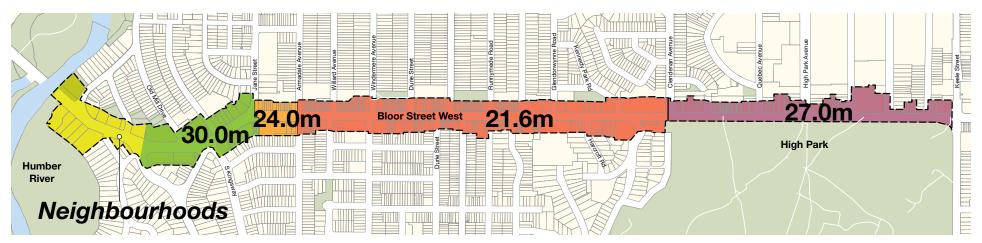
Building Height_Midrise Building Performance Standards_Addendum 2016

Two Character Areas Defined

- » Bloor West: Max Building Height 80% of Right-of-Way
- » High Park: Max Building Height 100% of Right-of-Way

Anticipated Maximum Heights

- » Humber to Riverside: Neighbourhoods (low rise)
- » Riverside to Jane: 30m ROW=30.0m (8-10 storeys)
- » Jane to Armadale: 30m ROW at 80%=24.0m (6-8 storeys)
- » Armadale to Clendenan: 27m ROW at 80%=21.6m (5-7 storeys)
- » Clendenan to Keele: 27.0m ROW=27.0m (7-9 storeys)



Views + Vistas



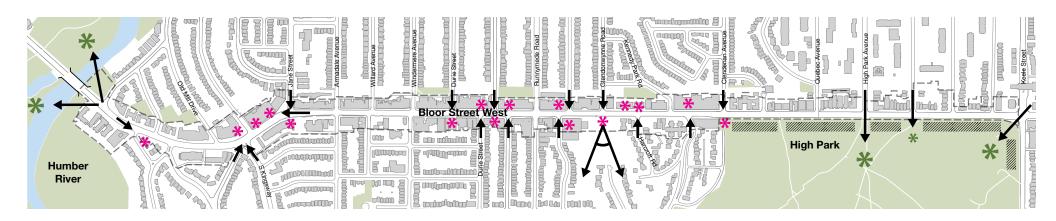
Topography



Offset street grid / Views of Natural Heritage Areas and Heritage Resources

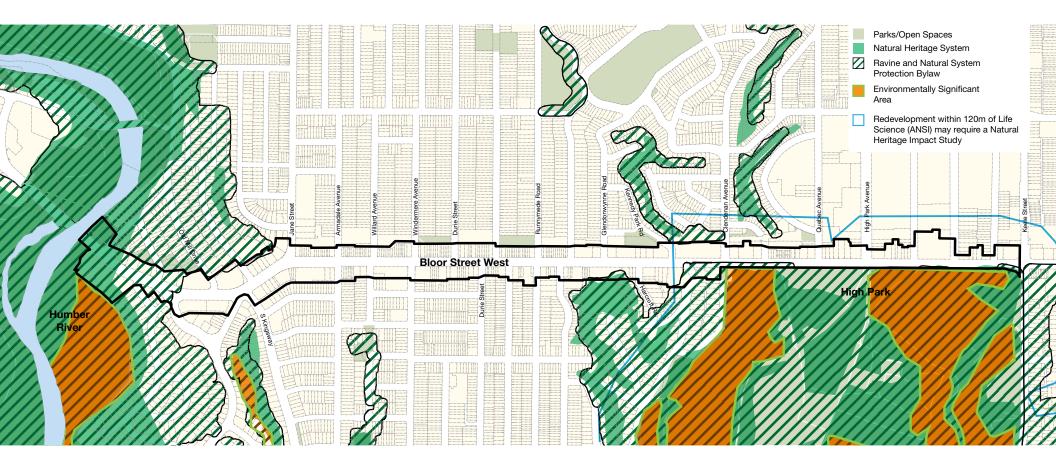


Heritage Buildings



Parks, Open Spaces, and Natural Features

- Bloor Street West links two of the City's largest, most prominent and environmentally significant green spaces - Humber River Valley and High Park
- Series of linear parks north of Bloor Street West
- Bloor Street is the dividing line between two areas with differing levels of parkland provision













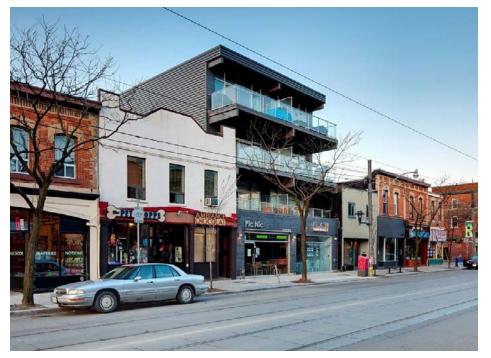






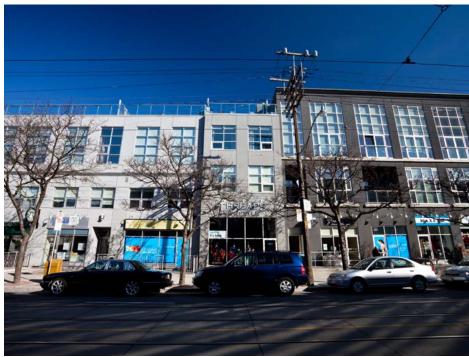




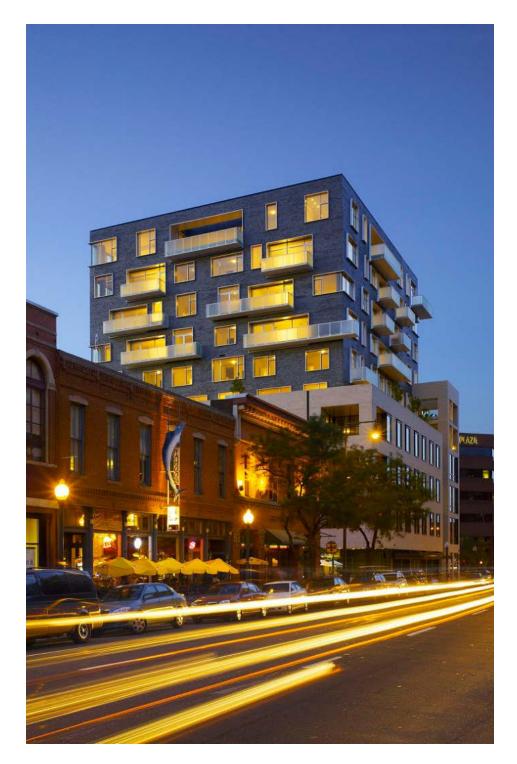
















High Park Frontage



Avenue / Main Street (26.2m ROW)



Avenue / Main Street (30m ROW)





Existing Streetscape Character

Public Right-of-way

» Armadale to Humber: 30m

» Keele to

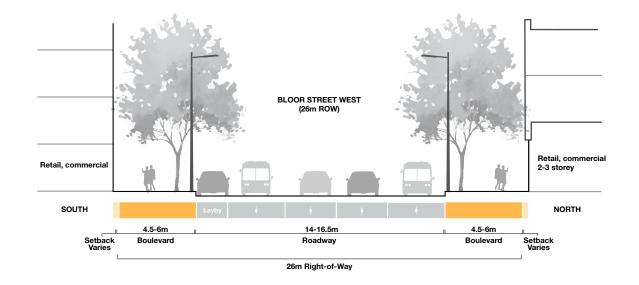
Armadale: 26.2m

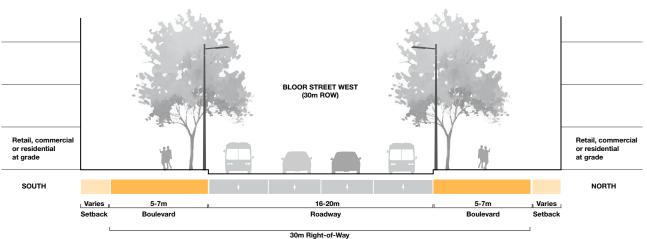
(OP 27m)

 Streetscape character varies along the length of the Study Area



 Long blocks north of Bloor Street West





Sidewalks



Furnishing and Planting Zone

Pedestrian Clearway Zone

Frontage and Marketing Zone

Setback

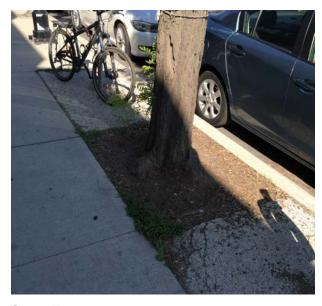
Current State



Flanking Streets: underutilized



Flanking Streets: Spill out spaces



Street Trees



Multiple entrances and canopies

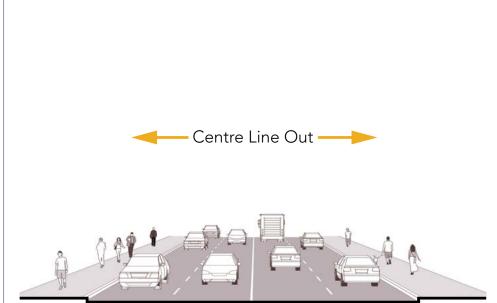


Bump outs



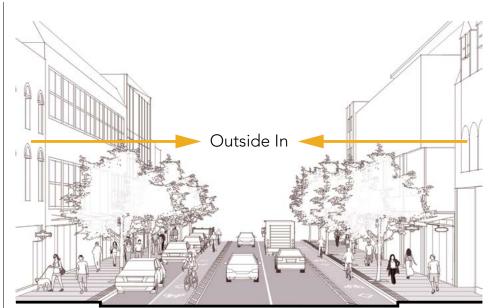
Clutter

Street Design Goals Have Changed



THEN

Auto-Mobility Automobile Safety



NOW

Multi-modal Mobility + Access
Public Health/Safety
Economic Development
Environmental Quality
Livability/Quality of Life
Equity

Source: Toronto Complete Streets Guidelines (2016)

Aspiration: A More Complete Street

Toronto Complete Streets Guidelines

Street Design for Roadways
Roadway Design Principles

Toronto Complete Streets Guidelines

Street Design for Roadways Roadway Design Principles

8 1

8.1

ROADWAY DESIGN PRINCIPLES



- 1. Multi-modal transportation. Give reliable, convenient and attractive mobility choices to people and support more efficient, active and healthier forms of travel (by foot, bicycle, transit) to reduce vehicular congestion. Provide emergency access and operations. Support goods movement and delivery by different modes. Identify and support existing and planned priority networks for each mode.
- 2. Safety. Fully consider road users who are particularly vulnerable in a crash or in interactions with other road users, such as pedestrians (especially children, older adults and persons with disabilities) and cyclists. Seek ways to reduce their exposure to risk (e.g., rightsize travel lanes, repurpose underused road space and separate pedestrians from cyclists). Provide visible, clear and predictable travel paths for all road users.
- 3. Context-sensitive target speed and reliable travel. Create a safer environment for everyone by using design to facilitate the intended speed of travel for drivers based on the street's context. Safer speeds and driver behaviours result in fewer incidents on the roadway that can cause delays and vehicular congestion, which negatively impact emergency access and goods movement. Coordinated signals,

- along with target speed, can help improve consistency in travel times. Peak-hour restrictions for stopping, parking and turn movements can improve travel times along key routes. This helps to manage demand and road capacity during peak travel times.
- 4. Placemaking. Consider existing and planned land uses, urban form, and the different uses of the street (e.g., social and economic activities) when making decisions about competing demands for space on the street. Seek ways to provide space, for example, through building setbacks and/or repurposing underused roadway space for streetscaping, street trees, street furniture, café or marketing areas, parklets, bicycle parking, pedestrian lighting, snow storage and removal, etc.
- 5. Greening and stormwater management. Limit the area of impervious materials. Seek ways to integrate street trees, landscape features, as well as water retention and treatment strategies and snow storage. Promote non-motorized modes to reduce greenhouse gas emissions and air and noise pollution. Use materials that contribute to sustainability, life-cycle performance and reduce the urban heat island effect. See Chapter 7 on Green Infrastructure for design guidance.

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Aspiration: A More Complete Street

Toronto Complete Streets Guidelines Toronto Complete Streets Guidelines Street Design for Pedestrians Sidewalk Design Principles Street Design for Pedestrians Sidewalk Design Principles PEDESTRIAN DESIGN PRINCIPLES 1. Accessibility and Mobility. A top from sun, rain, wind and snow. priority is to provide accessible Carefully arrange street elements to sidewalks and facilities for all users support pedestrian activities, and to regardless of physical abilities or age. provide a safe buffer between Ensure clear, direct, unobstructed pedestrians and moving traffic. continuous paths of a suitable 6. Greening Infrastructure and context-sensitive width to serve existing and anticipated pedestrian Stormwater Management. flows. Minimize or remove clutter. Incorporate passive stormwater measures in boulevards where 2. Provide a Network of possible. Divert stormwater into rain Continuous Sidewalks. Places that gardens, planting beds, or support walking are healthier, more permeable paving in the boulevard vibrant, and resilient. Create a to reduce potential for ponding. network of continuous sidewalks with Green infrastructure enhances the dedicated space for pedestrians quality of the street environment, safely separated from cyclists and and contributes to mental and psychological health. Consider motorized vehicles. sufficient soil and water for street 3. Design for Safe Crossings. trees to reach maturity. See Chapter Pedestrian-friendly design takes into 7 on Green Infrastructure for account the frequency of crossing opportunities, target speed, street width, intersection geometry, 7. Design for Efficient visibility, signal timing and walk Maintenance. Consider materials speeds for vulnerable pedestrians. and designs that are durable and such as seniors and persons with easier to maintain. Use City Standard disabilities. See also Chapter 9 on Materials. Provide adequate access Intersections for guidance. to utilities for maintenance. Consider snow storage and waste and 4. Placemaking. Sidewalks are public recycling collection. Coordinate spaces where people interact. Design repairs and upgrades, if feasible, to sidewalks to invite, with seating, minimize impact to pedestrians. trees, cafés, public art, lighting, and places to gather. Create 8. Coordination with Utilities. The opportunities suited to the street's location use and maintenance of context. Design to evolve with utilities needs to be coordinated changing demands. Consider current

ocation, use, and maintenance of utilities needs to be coordinated early on in street projects. Ensure pedestrian clearway needs are met for universal accessibility. Seek ways to minimize conflicts among utilities, street furnishings, trees, and landscaping.

and future pedestrians and uses.

5. Design for Comfort. Provide

context. Design sidewalks and

boulevards for uses all year long. Street trees offer shade and relief

sidewalks of adequate width for the

Green Infrastructure Opportunities

Toronto Complete Streets Guidelines
Street Design for Green Infrastructure
Green Infrastructure Design Principles

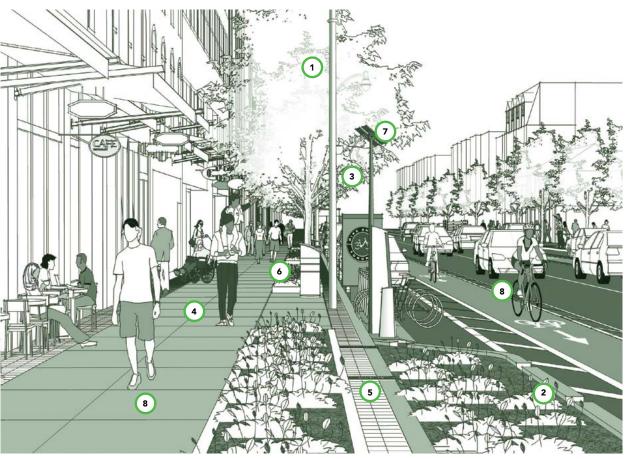
CREEN INER A STRUCTURE

Toronto Complete Streets Guidelines Street Design for Green Infrastructure

Green Infrastructure Design Principles

7.1

7.1 GREEN INFRASTRUCTURE DESIGN PRINCIPLES



1. Street trees and landscaping.

Seek ways to incorporate and provide healthy growing conditions for trees and/or landscaping to improve air quality, mitigate urban heat-island effect, enhance ecosystem health, and contribute to community character. Select planting locations, spacing and design details (e.g., adequate soil volume, water and sun access) so that trees and landscaping will flourish. Trees can frame and define streets, calm traffic by visually narrowing the roadway, and add texture, shade and visual interest.

2. Stormwater management.

Use a variety of "Low Impact Development" techniques to minimize stormwater load on Toronto's sewer system and improve water quality through natural filtration. Reduce stormwater runoff and potential flooding of streets and natural areas. Strategies include minimizing impervious surfaces, and promoting infiltration of rainwater and stormwater runoff.

- 3. Visibility and safety. Ensure adequate visibility is maintained, especially at street corners, traffic lights, traffic signs, transit stops and driveways. Where there is vegetation, ensure maintenance programs maintain appropriate sightlines. Clear sightlines are important to the safety of all road users.
- **4. Universal accessibility.** Design to promote universal accessibility, such as through the selection of materials and elements, to accommodate

people of all ages and abilities. Tree pits, openings and grates on the sidewalk are not considered part of the pedestrian clearway.

5. Operations and maintenance.

Design for ease of maintenance, such as through passive irrigation, selecting context-sensitive native plant species and planning for safe access to maintain green infrastructure. Coordinate green infrastructure with utilities during design, construction and for the long term. Seek opportunities to partner with BIAs and other local stakeholders to assist with the design and maintenance of green elements.

6. Achieving multiple

environmental objectives. Consider ways to combine environmental design, such as tree canopy expansion, stormwater retention, and microclimate moderation into single street features like roadside rain gardens.

7. Sustainable energy. Consider energy generation, use and management by selecting, designing and siting street elements such as solar lighting, parking machines, Bike Share Stations and street furniture to contribute to an energy efficient city.

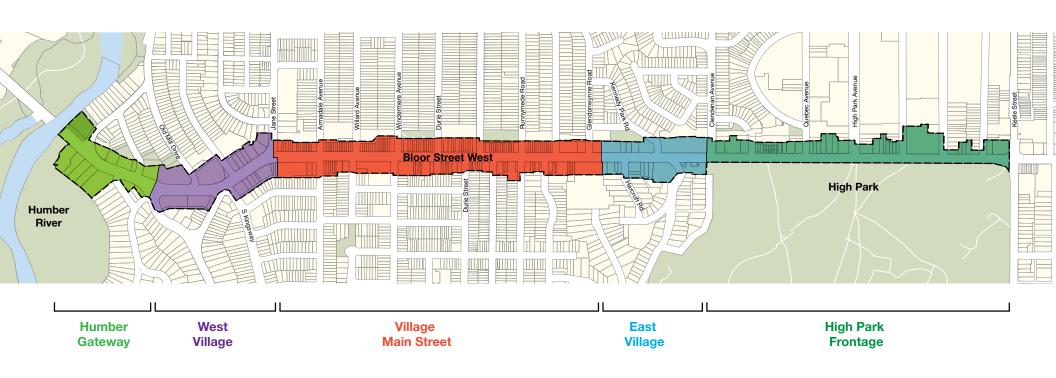
${\bf 8.\ Sustainable\ transportation.}$

Provide greener, healthier mobility choices so that more people walk, bicycle, take public transit and carpool. Reduce vehicular congestion, greenhouse gas emissions and air pollution.

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Draft Character Areas

- Five character areas have been identified on the basis of prominent uses/activity, built form, heritage and public realm
- Helpful to structure discussion and future Avenue Study recommendations



Future for Bloor West Village?



Next Steps

- Local Advisory Committee Meeting #1: Draft Design Alternatives Monday April 24
- Local Advisory Committee Meeting #2: Draft Preferred Design Alternative Early June (TBD)
- Public Meeting #2: Draft Preferred Design Alternative Mid-late June (TBD)
- Design Review Panel #2
 Draft Avenue Study Recommendations
 September 2017 (TBD)

FINI